

# THE CHAINLESS BICYCLE TO A PRACTICAL AND EXACTING TEST.

## FIELD OF TALK FIELD OF ACTION.

ward and in the adjacent streets. and Belgian block paved, several tested by a specially selected group of Journal.

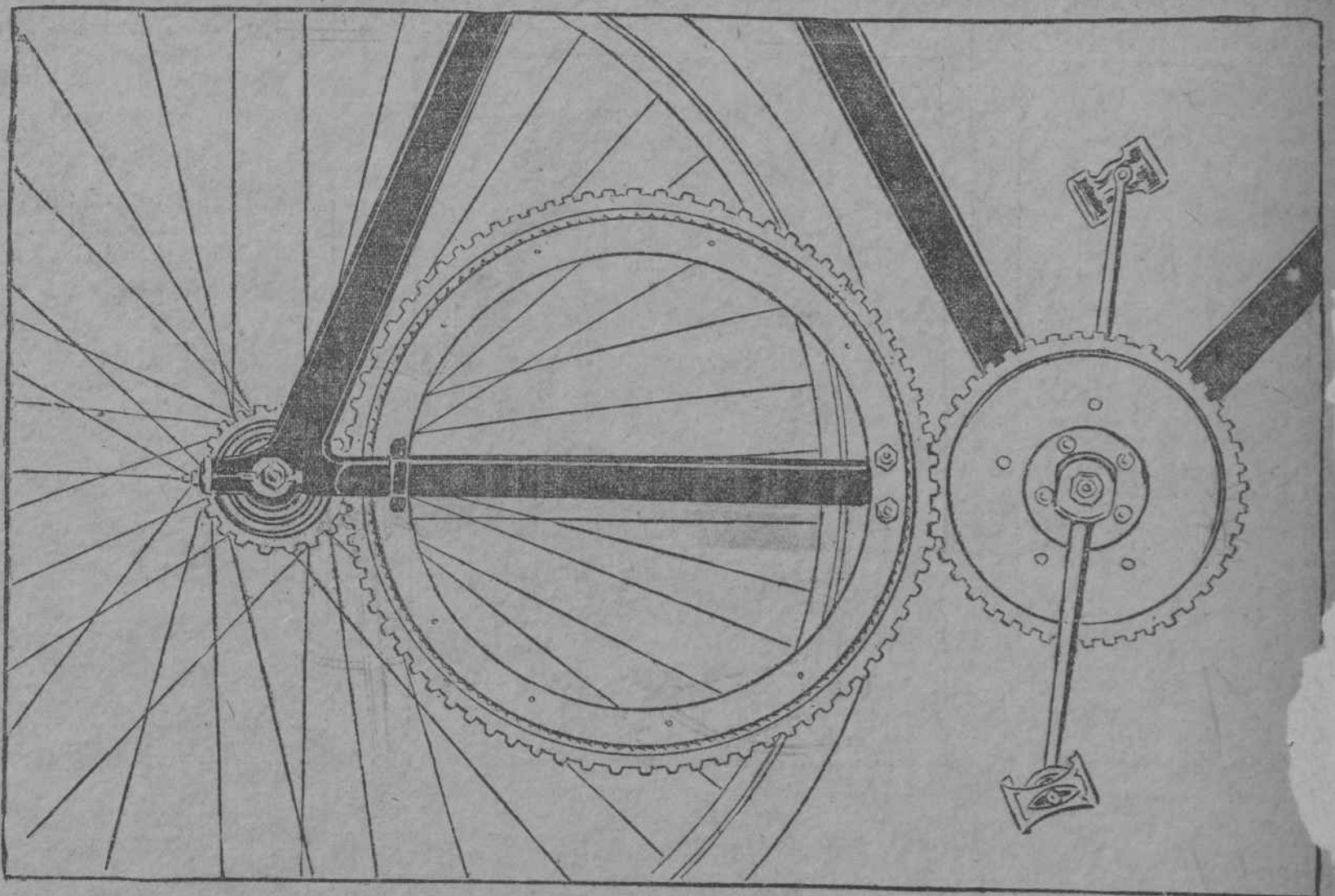
ferent kinds of chainless wheels al tests by unprejudiced cyclists, I set forth exactly as prepared for

been permitted to sit on one of on the market and possibly to ride a downtown salesroom, but the chainless bicycles and put such White, the heroine of the triple the triple century rider and long- ne experienced and popular presi- lter O. Eschwege, the secretary sha Barnett, the president of the og Clubs and president of the Charles B. Ratz, of the Century arists sent abroad by the Journal,

ad points in the chainless. One provides for play, to obviate bind- y satisfactory.



The Journal's Commissioner.



SHOWING HOW THE COGS WORK ON ONE TYPE OF A CHAINLESS BICYCLE.

## EVENING JOURNAL TOURISTS' COMMENT.

Walter Eschwege Wishes He Had Had One on the Trip Through Europe---Charles Ratz Finds Some Objections to the New Fangled Machine---Criticism Favorable and Unfavorable, as a Result of the Road Use to Which the Wheels Were Put on New York Streets.

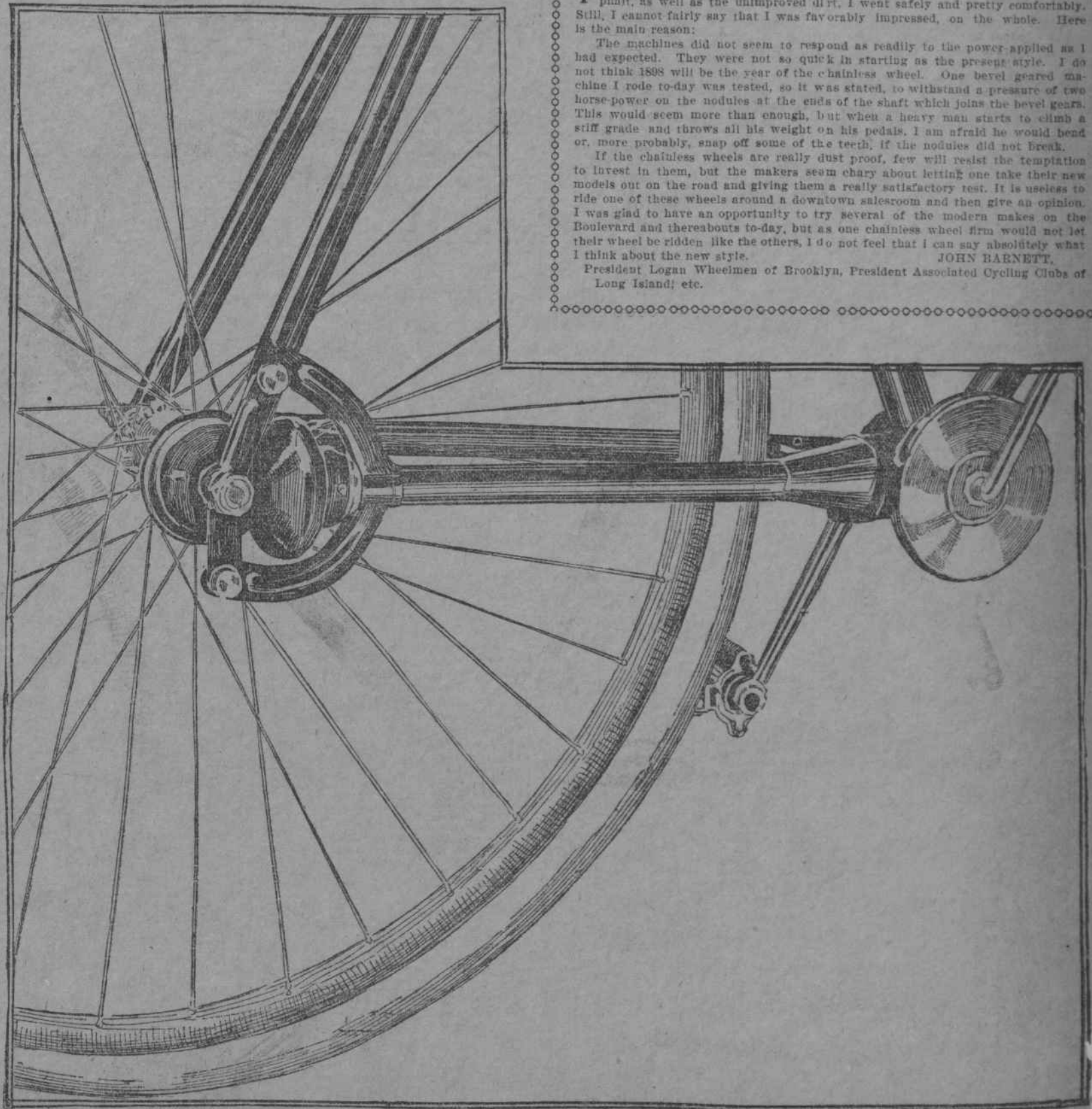
### What a Manufacturer Says.

ONE of the largest manufacturers of wheels in this country, who was much interested in the experiments of practical road work undertaken under the supervision of the Journal, yesterday had this to say:  
"In a few weeks half a dozen kinds of chainless wheels will be on the market. An Impresso has abroad that one company owns all the patents. Not until they have received thorough tests at the hands of hundreds of riders will we know how much modification will have to be made.  
"Theoretically the chainless wheel is the perfect wheel. We believe it will be improved, or we should not have proceeded to stock up with new and costly machinery.  
"Our mechanical experts have sent us daily reports for months of the actual work of the chainless wheel. One of ours has been ridden twenty-five thousand miles, and

has stood the strain wonderfully well. Except for having it re-enamelled three times, not a thing has been done to the wheel.  
"Some folks think the sudden strain of starting or training to mount a steep grade by a particularly muscular rider will break the teeth or twist the rod between the sprockets. Now, we have tested the tensile strength of the rods and the fragility of the meshed ends, and we find that the pedals or the pedal cranks will bend or break before the gearing will give way in any particular."

### President Barnett Sees Objections.

I TRIED the chainless types of bicycles, which were provided by the Journal to-day, with much satisfaction. Over cobbles, Belgian blocks and asphalt, as well as the unimproved dirt, I went safely and pretty comfortably. Still, I cannot fairly say that I was favorably impressed, on the whole. Here is the main reason:  
The machines did not seem to respond as readily to the power applied as I had expected. They were not so quick in starting as the present style. I do not think 1898 will be the year of the chainless wheel. One bevel geared machine I rode to-day was tested, so it was stated, to withstand a pressure of two horse-power on the nodules at the ends of the shaft which joins the bevel gears. This would seem more than enough, but when a heavy man starts to climb a stiff grade and throws all his weight on his pedals, I am afraid he would bend or, more probably, snap off some of the teeth, if the nodules did not break.  
If the chainless wheels are really dust proof, few will resist the temptation to thrust in them, but the makers seem chary about letting me take their new models out on the road and giving them a really satisfactory test. It is useless to ride one of these wheels around a downtown salesroom and then give an opinion. I was glad to have an opportunity to try several of the modern makes on the Boulevard and thereabouts to-day, but as one chainless wheel firm would not let their wheel be ridden like the others, I do not feel that I can say absolutely what I think about the new style.  
JOHN BARNETT,  
President Logan Wheelmen of Brooklyn, President Associated Cycling Clubs of Long Island, etc.



ONE OF THE BEVEL GEAR CHAINLESS WHEELS.



## CHAINLESS BICYCLES ON THE ROAD.

### ONE IN EUROPE.

s wheels that I have ordered one built in. Theoretically, it appeals to me as the The makers assert, and with their reputation in their statements, that these thousands of miles by their workmen and a practical side of the question, hough Europe I wished for the chainless unpleasant part of the trip. Each day endure a lot of discomfort. The noise th grit and dirt, is very disagreeable, to I would not think of making work of a

I am so enthusiastic about the wheel ain. My experience to-day has made the only wheel to be seen on the roads will be the chainless one, the chainless wheel will not be at y desideratum. Get your chain stiff- as hard as an easily running wheel a good deal harder. One can't ride dirt confront us all. That's why WALTER O. ESCHWEGE, n, and one of the Journal tourists.

been advantageous in touring through Italy. Anything dust proof would. I don't think the hills would have been any easier to climb with a chainless wheel.

There was no "back-lash" on the old high wheel, because the power was applied directly to the axle. Of course the chained safety has not this advantage, but it has lots of others which have more than compensated. Now it may or may not be true that the chainless wheel does away with much of this "back-lash."

I did not ride all the chainless wheels to-day. Perhaps my views would have been modified, if I had had the opportunity to have tried them all.

EUGENE J. MCCARTHY,

No. 383 West 125th street, and one of the Evening Journal tourists.

### ALL IN FAVOR OF THE NEW MOUNT.

I AM very agreeably surprised at the result of the test which I made for the Journal on the new chainless wheel. I found the machine running very smoothly. I have all along thought that a substitute for the chain geared machines should have been manufactured.

I believe that the chainless wheel has come to stay and that it will do away with the many disagreeable features which we find to exist in chain machines.

In crossing over the cobbles on the cross street I was pleased to note that the vibrations which I have found to exist in the chain wheels did not exist to such an extent.

"There was absolutely no vibration in the Bayvelgere machine which I rode."

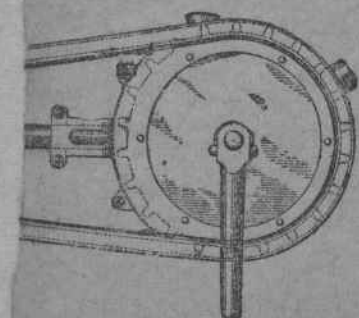
Another feature I found to be in favor of the wheel was the fact that in slowing up suddenly my feet were not suddenly jumped partially off the pedals. The chain on the ordinary wheel becomes lax after a little time, and when one lessens speed there is that awful back lash which makes one believe that the pedals and cranks are about to give way.

Vibration makes the feet suffer almost immeasurably. When a person is obliged to press heavily on the pedals in fast running the toes are dug down into the clips and if the vibration is there, a tingling sensation runs through the whole body. This is very annoying. It takes half the vim and vigor out of the rider.

A pair of good tires and a chainless wheel such as I have ridden ought to make a perfect machine. The chainless is quick to respond to the first pressure by the rider.

I do not think that casing the chain will be of much advantage. This has been suggested as a remedy against dust. However, when the chain loosens up a bit you are annoyed by its striking against the case.

The new shaft on this chainless wheel renders the liability to breaking of the cogs very small. I think the chainless wheel has come to stay. P. R. TURNER, Century Wheelmen.



for "Side Strain."